

Galt Wins IDOT Award



Left to right; Troy Schlote, Aircraft Mechanic, Dr. Susan R. Shea, Director of the IL Division of Aeronautics, Claude and Diane Sonday, Airport Owners, Linda Schumm, Bureau Chief of Aviation Safety, and Brian Spiro, Director of Aircraft Maintenance. See more in Justin's column on page 9.

Something Happened on the Way to the Jet Age

By Captain Jeff Hill, Sr., TWA 1964 - 1997

Aviation technology took a giant leap in the 1940s and 1950s benefitting from the many developments resulting from the mammoth WWII war effort. The aircraft piston type internal combustion engine reached its zenith with the coming of the Wright R-3350 and the Pratt and Whitney R-4360, that 3500hp, twenty eight cylinder maintenance nightmare nicknamed the 'corn cob'. With the improved power plants, the huge long range airliners, notably the Boeing 377, the Douglas DC-7 and the Lockheed Constellation were made possible.

The next great leap was the

arrival of the first generation jet liners in the 1960s – but something happened on the way to the 'jet age'.

At about 10 AM (PST) Saturday, June 30, 1956, at or near 21,000 feet over the Grand Canyon of the Colorado River, a United Airlines DC-7 and a Trans World Airlines (TWA) Lockheed Constellation collided over Arizona resulting in the deaths of all 128 souls aboard the two planes. It was the first airline disaster to claim more than 100 lives and the news coverage was absolutely overwhelming! I still remember shocked people talking about it for weeks, even though I was only fourteen at the time.

Continued on page 2.

Editor's Note

We've been talking about visiting the area west of Madison, WI for several years ever since a friend told us about the popular House on the Rock attraction near Spring Green, WI (www.thehouseontherock.com). Okay, that was about 15 years ago - which is more than "several" years. So why did it take so long for us to take the trip?

The truth is that it is not convenient to fly there! You could fly into Tri-County Regional (LNR) but then you would have to rent a car to get anywhere - and you really need a car in that area. It is a two-and-a-half hour drive - but who wants to drive in a car for that long? The funny thing is, we would have no trouble with a two-and-a-half hour plane ride!

Recently two things came together to give us the impetus we needed. First our partners in the Mooney had it reserved through the Sunday of Memorial Day weekend so if we wanted to go anywhere we would have to drive. And second, **Jeff Hill, Sr.** wrote about the C-97 at the Don Q Inn in Dodgeville, WI in the last issue of GT. Inspired by Jeff's article, my husband, Eric, was very keen on taking "the tour" of the C-97 and that just happened to be seven miles from the House on the Rock.

And so, after 15 years, we finally made it to the House on the Rock and while we were in the area we hiked in the Governor Dodge State Park and visited the very quaint Don Q Inn.

The C-97 is still there and still open to the public. It's an impressive airplane albeit a little worse for wear and the House on the Rock was well worth the trip.

Beth Rehm, Editor

Continued from page 1.

The DC-7 was IFR – but eight miles off the airway – giving the passengers a ‘Grand Canyon Tour’. The Connie was VFR on top also doing ‘the tour’. There was no en route radar coverage at the time and no difference in the airspace above and below 18,000 feet.

It is often said that the FARs are "written in blood" [meaning that it takes a fatal accident before regulations are introduced that would have prevented said accident from happening.] And so it was, as a direct result of the Grand Canyon Tragedy the Federal Aviation Act of 1958 was enacted. The act introduced positive control of the airspace above 18,000 feet and hastened the implementation of en route radar coverage of the entire United States.

It's hard to believe that fifty years ago the Federal Aviation Regulations and Flight Standards for Pilots was a mere 60 page booklet. In that time period it has evolved into a fairly sizable tome.

Many new regulations have been introduced over the years. On the next page you will find a list of some of the key rule changes since the 1960s.

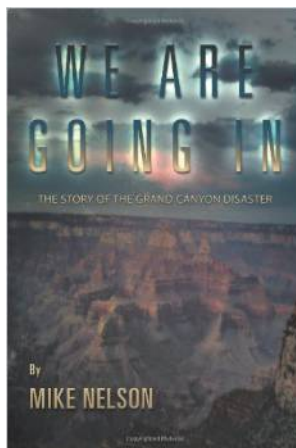
Coast to Coast in Eight Hours

In the early days of aviation it was not uncommon for pilots to deviate from a route to show their passengers the sights below. Watch this 1956 TWA ‘infomercial’ that shows a Connie in flight over the grand canyon, “... wonderful sights to see, way down below, the Grand Canyon, for instance, one of the seven wonders of the world....” <http://www.youtube.com/watch?v=zBLa28GSvZc&feature=youtu.be>

Continued on page 3.



An artist's rendition of the Grand Canyon Tragedy from Wikipedia.com.



The story of the Grand Canyon Disaster is full of ironies. United's DC-7, Mainliner City of Vancouver and TWA's L-1049 Super Constellation, Star of the Seine were parked at adjacent gates at Los Angeles (LAX) and the passengers on both flights would have been in the same holding area. Of the 64 TWA passengers, a very large number, twenty six, were 'non revs'; company employees and/or their dependents traveling on passes. Because TWA Flight 2, to Kansas City (MKC) and New York (IDL) was running about thirty minutes late, both flights left their gates within five minutes of each other. The flight paths of TWA Flight 2 and United Flight 718, bound for Chicago (MDW), would have crossed

in the vicinity of the Painted Desert but both flights were off course and probably maneuvering to avoid building towering cumulonimbus clouds reported in the area at the time.

The recently published book, *We Are Going In* by Mike Nelson, published by AuthorHouse, 2012, covers the accident in great detail – 450 pages, all text. It even gives biographical sketches of the crew members of both aircraft as well as their passengers.

Again, there were many ironies, for example, pretty TWA Air Hostess Tracy Armbruster had just received a full scholarship to a prestigious eastern women's college and this was to be her last trip before resigning. The personal details of those involved, from a three week old baby to retirees, are nothing short of heart breaking.

You can see an in depth video analysis including the difficult recovery operation, investigation and aftermath, at: <http://www.youtube.com/watch?v=O0bmBcTBCM>.

Although the video is 45 minutes long it is so gripping that I promise you won't be bored.

Continued from page 2.

- 12-15-67 The 250-knot IAS limit was imposed below 10,000 feet msl [*After a UAL DC-8 and a TWA Connie collided over NYC when the DC-8 overshot clearance limit at high speed*]
- 3-16-68 An increase to 5 miles for VFR flight visibility above 10,000 feet
- 8-1-69 All new type-certificated airplanes to have shoulder harnesses
- 6-25-70 Terminal Control Areas [*now Class B*] were created
- 12-5-70 No flying within 8 hours of alcohol consumption [*long before this, it was company policy at most airlines*]
- 2-4-71 Top of Airport Traffic Areas [*now Class D*] raised from 2000 to 3000 feet [*later it was lowered to 2500 feet*]
- 3-1-71 Temporary Flight Restriction (TFR) rule created
- 4-6-71 Pilots to determine runway length required before flight [*Duh...*]
- 12-30-71 ELTs required in all newly manufactured aircraft
- 6-22-72 No Special VFR permitted at night for other than IFR pilots
- 11-1-73 Permission slip required to take written exams
- 6-30-74 ELTs required to be retrofitted into nearly all aircraft
- 11-1-74 Flight review or equivalent required within past 24 months [*also about this time, CFI renewal every two years required*]
- 11-1-74 Instrument rating required for most commercial and CFI licenses
- 11-1-74 Night training required for unrestricted private license
- 1-1-75 Mode C required to fly into Group 1 TCAs [*now Class B airspace*] Group II TCAs [*now Class C airspace*] and above 12,500 feet [*later dropped to 10,000 feet*]
- 1-1-76 Transponders to be certified by avionics shop every two years
- 1-1-85 Shoulder harnesses required in all newly manufactured airplanes
- 5-7-85 The 200-hour experience requirement dropped for instrument rating
- 3-7-88 Outside display of aircraft serial number required [*data plate on left aft of fuselage*]
- 3-7-88 If auxiliary tanks are installed, the Form 337 is to be carried
- 11-21-88 Approved anti-drug plan required for all commercial flying [*random drug testing*]
- 12-13-88 Relief from FAR interpretation prohibiting flight with inoperative equipment
- 7-1-89 Mode C required to fly within 30 nautical miles of TCAs [*Class B*] and above 10,000 feet msl
- 8-1-90 Pilots required to report all drunk-driving convictions
- 12-30-90 Mode C required in Airport Radar Service Areas
- 3-15-91 Endorsement by CFI needed to fly tailwheel or high-altitude planes
- 9-16-93 Change to ICAO airspace designations (A, B, C, D, F and G)
- 8-4-97 Separate endorsement needed to fly more than 200hp or retractable-gear airplane

17th National Aeronca Association Convention June 19, 20, 21

"Magellan Aerospace (formerly Aeronca, Inc.), Middletown, OH, [*about half way between Dayton and Cincinnati*] extends a warm welcome to all Aeronca enthusiasts to participate in the 17th National Aeronca Association Convention. Magellan will open its doors to all participants to tour the factory and enjoy a luncheon after the tour on Saturday morning, June 21st."

Having attended a couple of the conventions before, I highly recommend going. The visit to the Air Force Museum (on Friday, the 20th) is worth the trip in itself. The bus ride is only \$10/person and there is no admittance charge. This is an 'insider's tour' which includes the restoration and storage hangars and the presidential planes hangar on the south side of the airport.

There is camping on the field and several area motels. There is a free shuttle service between the motels, airport and event venues. In addition to the Air Force Museum outing, there is a Friday night dinner on the field (\$10/person) the Saturday plant tour with a great lunch courtesy of Magellan and a Saturday night banquet with awards and speakers for \$15/person, cash bar. For complete details and to register go to: <http://aeroncapilots.com/>

Jeff Hill, Sr. is a retired TWA Captain, long time EAA member and a former editor of Galt Traffic. He currently enjoys flying his Aeronca L-3 (N48118, Army Air Corps Serial Number 236317). Jeff is also the former Editor of TARPA Topics, the newsletter for active and retired TWA crew members.

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Fly-Out Fun - The Bally Bomber

By Beth Rehm, Editor

Back in December last year, my good buddy Jeff Hill, Sr. forwarded me an email about a fascinating project called *The Bally Bomber*.

Since 1999, Jack Bally has been single-handedly building a one third scale B-17G at his home near Dixon, IL. The airframe is aluminum with fabric covered ailerons, elevators and rudder. It is powered by four Hirth 3002 4-cylinder 2-stroke engines with the reduction units removed, each producing 60hp, a total of 240hp.

So when EAA Chapter 1414 at Poplar Grove announced this would be the destination for their first fly-out this year, I had to take the opportunity to see this amazing homebuilt airplane for myself.

You won't find Bally Field on the FAA charts but it is a very well kept 1,600 x 100 foot private turf strip about 1.5 miles north of Dixon-Walgreen (C73). We don't land the Mooney on grass or attempt to land on runways less than 2,000 feet so our plan was to fly into Dixon-Walgreen and walk the rest of the way. As we neared our destination we passed several airplanes in the area flying in the same direction. The radio chatter might have been confusing if we hadn't known about the fly-in; everyone else on the frequency was



Jack Bally's totally unique 1/3 scale B-17G is 25 feet long with a wingspan of 43 feet 7 inches and features retractable gear and working flaps. The fuel tanks hold 42 gallons and the estimated cruise speed is 110 knots.

calling "Dixon traffic" but announcing positions for "Bally Field."

We parked the Mooney at Dixon and from the parking lot we watched one plane after another landing over the trees to the north. In the end we didn't have to walk far because Jack's nephew Dave was kind enough to drive over to the FBO to collect us.

A combination of great weather and an interesting project made for a very popular fly-out. When we

arrived at the Bally property it seemed like the grass area in front of Jack's hangar was already completely filled up, and the planes just kept on arriving! In all a total of 18 planes landed there, beating a long-standing record of eight planes by a long way. The last three planes to arrive had to park at the end of the runway! A few more people arrived by car and the total number of visitors was over 40.

Jeff was also there after flying first to Poplar Grove and then on to Bally Field in his L-3 with a few other "low 'n' slow" aviators.

We all crowded into Jack Bally's hangar and enjoyed taking a close up look at this unusual project for about about an hour and then it was time to pose for a group photo before departing. The group flew to the Flight Deck Bar and Grill at Rochelle (RPJ) for a bite to eat before flying on to our various home airports.

It was a perfect spring day of aviating, camaraderie and good food and I can't wait to see the Bally Bomber take to the skies.



About 40 people flew in or drove to Bally Field for the EAA Chapter 1414 fly out with a wide assortment of airplanes. You can find out more about the project at www.theballybomber.com

Classifieds

For Sale: The "African Queen" air compressor. So called because it sounds like the "African Queen" when it runs. It looks like something put together by Rube Goldberg but it works!! It can be seen at hangar G6 at Galt Airport. \$25.00 OBO. Call Bill Laskey at (815) 459-5084 or email: wlaskey@sbcglobal.net.

Female Roommate Needed - EAA

AirVenture: I am a female pilot looking to share my hotel room and expenses with another female pilot during the week of EAA AirVenture - Oshkosh. I have reserved a hotel room for 4 nights in Appleton, WI, which is about 30 minutes from the air show grounds. Check-in is on Wednesday, July 30th and check-out is on Sunday, August 3rd. Please contact Mary Linstromberg at 224-558-8447 for further details.

Scrap Metal Recycling: Recycle your old appliances such as grills, water heaters, etc. and other metal objects. Call Rafael Gonzalez at (815) 354-2973 to arrange collection.

Electric Tug Wanted - Used electric, battery powered aircraft tug suitable for moving a Mooney. Must be in working condition. Please contact Beth Rehm at (847) 530-8014 or bethrehm10c@att.net.



Something You Don't See Every Day at Galt

By Mike Evans, EAA Chapter 932 Secretary

I was in my hangar the evening of May 18th working on the Super Cub when Ed Brown and I noticed an unfamiliar, slow, bulbous shadow tracking down the row from south to north.

It took me a second, but I finally realized it was a balloon on final approach down the F row! By the time I turned the corner, I could see a second balloon had also landed on the grass between the runway and taxiway.

Piloting the 70,000 cubic foot RE/MAX balloon was Bill Baker, an EAA lifetime member with 30+ years of ballooning experience based out of

Cary. The second balloon, sporting a larger 100,000 cubic foot envelope was recently purchased by the pilot, a First Officer at Southwest Airlines.

Their flight had departed from the field of a middle school in Woodstock. After helping with the laborious process of packing up the balloon and hand-made basket, I realized how lucky (and skilled) they were to land where they did.

Their ground support crew, Pat and Joel, were able to position their vans right alongside the grass, a luxury that I imagine is not always available. It was a nice way to end the day, and a good reminder that Cubs and powered parachutes might not be the only slow traffic you have to contend with at Galt!



Mike Evans is the EAA Chapter 932 Secretary and a frequent volunteer at chapter and airport events.

Last year he bought a 1959 Piper PA-18 "Super Cub" (N3194Z) which he keeps at Galt. He is also a fabulous grill-master and if he offers to cook you something on The Egg Grill you should definitely take him up on that offer!

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QUIZ TIME

By Ed Moricoli

A monthly quiz from EAA Chapter 932 Membership Chair, Ed Moricoli.

- As standard operating practice, all inbound traffic without a control tower should continuously monitor the appropriate facility from a distance of
 - 25 miles
 - 20 miles
 - 10 miles
- If Air traffic control advises that radar service is terminated when the pilot is departing class C airspace, the transponder should be set to code
 - 0000
 - 4096
 - 1200
- To use VHF/DF facilities for assistance in locating an aircraft's position, the aircraft must have a
 - VOR receiver and DME
 - VHF transmitter and receiver.
 - 4096 transmitter and receiver.
- When making routine transponder code changes, the pilot should avoid inadvertent selection of which codes
 - 7500, 7600, 7700
 - 0700, 1700, 7000
 - 1200, 1500, 7000
- What service should a pilot normally expect from an En Route Flight Advisory Service (EFAS)
 - Actual weather information and thunderstorm activity along the route
 - Preferential routing and radar vectoring to circumnavigate severe weather.
 - Severe weather information, changes to flight plans and receipt of routine position reports.

Answers on page 9.

Mystery Airport: Get out your sectional or whatever other means you have access to and join in on finding the mystery airport at the coordinates below. This month there are two mystery airports! Hint, you may want to stop off and have breakfast or lunch at the waypoint;

The destination airport is;

N42 38.048

W88 49.058

The waypoint is;

N42 38.048

W88 36.068

Send an email to Ed with your best guess at linejudge88@att.net.

Last month's winner was **Walt Weidig** who correctly identified Rochelle Airport (RPJ) from the coordinates.



Ed Moricoli was born and raised in Woodstock and spent 30 years working for Prudential Insurance before retiring. He is now a bailiff in a felony court

room for the McHenry Country Sheriff's Department. He is learning to fly at Galt Airport and is an active volunteer with EAA Chapter 932.



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FIRST FLIGHT

Pilot: Jeff Hill, Jr.

Year: 1983

When was my first flight? I can't say I actually remember. What I do know is I cannot remember a time when I was not in, around, or thinking about airplanes.

Growing up the son of an airline pilot will do that. Many of my early aviation memories are triggered by the oddest things. A strong whiff of jet fuel often takes me back to being a young child riding the TWA crew bus at O'Hare to jet off someplace. The crew bus was an ex-school bus painted up in Red & White TWA livery that would shuttle employees from the hangar parking lot to the terminal via a road that paralleled the active taxiway. There was nothing cooler than being on a school bus having to hold short for a taxiing KLM 747 or TWA L-1011. For most kids it was about getting there, for me it was about the journey. I always felt a little sad when the big jet touched down at our destination.

I have early memories of a Cessna 140 fuselage taking up ½ of my parent's garage. My young friends thought that was odd; I didn't think it was too strange. Then there was the ¼ share my dad had in a Skylane at the Crystal Lake (now Lake-in-the-Hills) airport. If memory serves, my Cub Scout pack took a field trip there once to check it out.

One of my earliest memories of me actually doing the flying is my first solo flight. The year was 1983. I was a fifteen year old kid and the aircraft was a Schweizer 2-33 glider. I



Check out this priceless photo of Jeff and friends at the Black Forest Glider Club, Colorado Springs in 1983. Jeff is 4th from the right in black shorts.

was attending a two week camp for aspiring young pilots offered by the Black Forest Glider Club near Colorado Springs.

There were about 8 of us between 14-17 years old. We slept in a bunkhouse, ate "camp food", and got to fly gliders three times a day! According to my logbook, August 3rd was the big day. I had a grand total of 4 hours and 45 minutes of logged flight time (sure doesn't sound like enough). Most of those flights lasted less than 15 minutes so this was to be my 26th flight.

By this point I had a good feel for the normal acceleration of the tow plane, the proper takeoff attitude of the glider, and the customary airspeed during the tow. Five seconds into my solo flight I knew something was very different this time!

The first red flag was when I was assigned the "old guy" as my tow pilot. To this kid he looked to be about 90 (I bet 60-65 is more likely)! I wasn't sure he'd live long enough to make it to altitude. As he started his takeoff run the nose of my glider slammed to the grass. I hadn't really thought about how removing 200 pounds from the rear seat would affect things. Instead of towing at the normal 60

knots my "ole-timer" was doing 85-90 kts. It didn't look good, we were smokin'!

The increased air noise seemed deafening and the Schweizer was sooo sensitive on the controls at these high speeds. (Note: The Schweizer 2-33 is often confused with the U-2 Spyplane. Google it if you don't believe me.) With a two-handed death grip I managed to hold on to that wild stallion until it was time to cut loose. Once I was free from the crazy tow pilot I slowed up to a more manageable speed and relaxed. For the next eleven minutes I enjoyed the quiet peacefulness of solo, unpowered flight.

I returned to camp the next summer to finish up my training toward the Private Glider certificate and then it was on to powered flight.

I enjoyed flight training first with my dad, then at the U of I. That was followed by flight instructing, charter, airline flying, and now corporate aviation.

Still to this day I vividly remember the view of the grass landing strip on the edge of the "Black Forest" beneath me, the flat Colorado Plains to the east, and Pikes Peak towering to the southwest.

Recent Events at Galt Airport



EAA Chapter 932 Vice President, Marty Seitz, with Woodstock Independent reporter, Sandy Kucharski and her son after a Young Eagle flight in a Cessna 172.

Young Eagles Rally

EAA Chapter 932's first Young Eagles Rally of 2014 was held on Saturday, May 3rd. Sadly, the weather wasn't nearly as good as we had hoped - it was dry but very windy. So despite the huge effort Young Eagles Coordinator, **Ed Brown**, put into publicizing the event we only had about 25 Young Eagles show up.



Marty Seitz secures two excited, small passengers in the back of the C-172.

A big thank you to all the pilots and ground volunteers for their help.

A journalist and photographer from the Woodstock Independent were also there and here is a link to the article that appeared in the Woodstock Independent:

<http://www.thewoodstockindependent.com/May-2014/Come-on-and-take-a-free-ride/>

Bake Sale

EAA Chapter 932 held a bake sale on the same day as the Young Eagles Rally. We had a wonderful selection of baked goods, many airplane-themed of course, and we were able to raise \$153 for the chapter.

We had a few extra items after the sale and EAA Chapter 932 Treasurer, **Jean Forni**, took them to Mercy Harvard Care Center where chapter member **Dick Hahn** currently resides.



Arnie Quast getting ready to fly with three of Ed Moricoli's neighbors' children.

Painting Workshop

A fun afternoon of acrylic painting took place at Galt Airport on April 26th. Eleven creative ladies and Galt tenant, **Bill Miles**, took an afternoon off aviation and learned the basics of painting from **Alison Petykowski**.

Alison created a still life of vases of tulips surrounded by apples and pears and took the students step by step through the process of creating a piece of art.

Previous art experience was not necessary but some of the students had painted before.



Diane Soday (left), Bill Miles, and Anna Cooper (right) learn painting techniques from Alison Petykowski.

The class began with a short PowerPoint presentation and then everyone jumped right in and quickly started painting.

The most important lesson we learned was that acrylic dries really quickly... and then you can paint right over your mistakes! We all went home with a "finished" canvas that would look very nice hanging in your shed or unfinished basement!

Masterpieces or not, everyone enjoyed themselves and we all learned a new appreciation for artists.



Budding artist, Erika Cleland, hard at work on her masterpiece.

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Airport Technicalities

A monthly report from Justin Cleland, Airport Manager, Galt Airport.

What a relief that summer is finally here and flying season is in full-swing again. It's been really nice to have the airport and flight school bustling with activity again. Since it appears summer is here to stay, we've officially changed our office/fuel pump hours to 0800-1800, 7 days a week. Hopefully the extra hour will give you a chance to stop by after work, get some fuel, and go for a nice summer evening cruise.

I told you last month that I'd update you on the IDOT Private Airport of the Year award, so I'll do my best. Unfortunately, the airplane that Rebekah, Bob, and myself flew down to the presentation had a mechanical issue en route and we were forced to divert, and ultimately miss the awards ceremony altogether. What luck!

Thankfully Claude, Diane, Brian, and Troy were all able to make it and they had a great time. Good food,

great people, and ultimately an award for our airport... not a bad afternoon! We have the award hanging in the FBO, so make sure to check it out next time you stop by. It's pretty cool we can officially call ourselves the best!

Finally, I hope everyone is planning on joining us for Barnstormer Days on June 28-29. The event has been growing every year and we're looking forward to our best one yet. Please tell your friends and family, and join us for breakfast on the 28th, and stick around for the festivities afterwards. We'll be doing Discovery Flights all day long too so if you know anyone that might be interested, please let them know.

We look forward to seeing you all there!

Flight School News

Congratulations to **Ryan Zbierski** on passing his Private Pilot checkride with only 40.4 hours in his log book! Ryan was taught by Galt Chief Flight Instructor, **Justin Cleland, CFII**.

Congratulations also to **Jeremy Nudell** on passing the Private Pilot exam. **George Rigert, CFI** was Jeremy's instructor.

Answers to the Quiz Time questions on page 5;

1) C, 2) C, 3) B, 4) A, 5) A.

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New Galt Airport Logo

The new airport owners, Diane and Claude Sondag are looking to 're-brand' the business with a new logo.

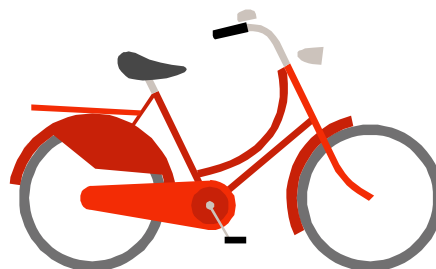
Diane would like input from everyone in the Galt community to help her come up with a new logo design. Here are a few features the new design should include: One Zero Charlie, Galt, Greenwood, a plane, a pilot with a white scarf, etc.

One of the first items made available featuring the new design will be t-shirts.

If you have an ideas for a new logo please talk to Diane or email her at dsondag905@aol.com.

BICYCLES WANTED

Child and adult size bikes in working condition.



JB Aviation would like to provide courtesy bikes for use in getting around the airport and on airport trails. We hope to procure several bikes and will provide a bike rack near the FBO where they will be available for people to borrow.

Each donated bike will have a plaque or decal with the name of the person who donated it. If you are interested in donating a bike please contact Rebekah at (815) 648-2433.



Come Join Us!

**We Meet on the 2nd Saturday of every month
at 10 am in the FBO**

2014 Calendar of Events:

Saturday May 3rd:

Young Eagles Flights
Redbird Flight Simulator

June 28 and 29:

Barnstormers

Saturday July 19th:

Movie Night

Saturday August 9th:

Young Eagles Flights
Redbird Flight Simulator

Saturday August 23rd:

Flour Bomb Drop

Saturday September 13th:

Pilots & Puppies
Young Eagles Flights
Redbird Flight Simulator

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membership@eaa932.org

EAA Chapter 932 is looking for Aviation Enthusiasts! We are based right here at Galt Airport and our activities include:

- Young Eagles Flights
- Barnstormers—Our Vintage Fly-in
- Safety Seminars
- Flyouts to breakfast, lunch or other events
- Social Events—Movie Nights, Pancake Breakfasts, Murder Mysteries
- Chapter Build Projects

Why be a Chapter 932 Member?

- Get to know other Galt Pilots
- Fun activities, camaraderie and opportunities to explore different facets of aviation
- Guest Speakers and Educational opportunities at monthly meetings
- We have an extensive DVD Library for loan including Private and Instrument Training and many other topics
- We help the Community with Aviation related projects
- Free advertising in our Award Winning monthly Newsletter
- Free use of our Chapter's tent
- Opportunities to introduce others to aviation
- EAA National Student Scholarships available through Chapter 932
- Support General Aviation at Galt Airport



EAA Chapter 932 News

President's Message

From Bruce Schottland, President,
EAA Chapter 932

I am happy to have lots to write about for this column.

First, I would like to congratulate JB Aviation and Diane and Claude Sondag on earning the Illinois Private Airport of the year award. Although it is a distinct honor, it is no surprise to me. Like many of you, I spend lots of time at various airports and none compare to Galt. I've always been proud to call Galt home.

Secondly, we just wrapped up the Allied Pilots Association (APA) family day breakfast. Chapter 932 hosted the event at Galt Airport and put on a fantastic pancake breakfast. The APA even arranged to have an inflatable bounce house for the kids.

It was very well attended and lots of APA members flew in for the event. Afterwards the APA made a very generous donation to our chapter. All around, it was a great event for everyone.

I would like to extend my gratitude to the APA members and also to our wonderful volunteers who made it a success - **Gwen and Patrick Hoffman, Walt Weidig, Ed Brown, Jo Murray, Ed Moricoli, Paul Sedlacek, Mike Evans, my lovely wife Carolina, Lori Bettendorf, Anna Cooper and Justin Cleland.**

Our next big event, of course, is the Barnstormer's Days Fly-In on June 28 and 29. If you own a vintage plane I strongly encourage you to bring it out for the weekend. We would like to see as many airplanes out there as possible. We will be joined by the Model A Restorer's Club and the Fox Valley Model T Club. Bring your family and friends. Many of our members really get in the



This is news indeed! Some of you may already know that EAA Chapter 932 Treasurer, Jean Forni, has been working part-time in the office for JB Aviation. But it seems that Jean has found another opportune way to make some extra moolah. I have to say that \$95 per hour seems very reasonable. Photo by Mary Linstromberg.

spirit and show up in 1940's style clothing. It's going to be a great day.

Also, because of Beth Rehm's leadership we again have the EAA local chapter summer calendar made. Look for it hanging up the Galt Airport FBO. Thank you to Beth and to Rob Nelson for putting that together. It's got all the cool local summer events we can look forward to. Take a look and try to hit as many as you can to support our local EAA chapters.

Bruce Schottland

EAA Chapter 932 is a local chapter of the Experimental Aircraft Association (EAA) based at Galt Airport (10C) in Greenwood/Wonder Lake, Illinois.

Established in 1989, we are a 501(c)(3) corporation and a registered charity in the State of Illinois (CO#01065208).

EAA (<http://www.eaa.org>) is an international organization of members with a wide range of aviation interests including vintage aircraft, aerobatics, warbirds and amateur builders.

EAA Chapter 932 meetings are usually held at Galt Airport on the second Saturday of the month. Check our web site for more information about the chapter and events and activities at <http://www.eaa932.org>.

eea932.org

galtairport.com

June 28 - 29

9:00 a.m. to 2:00 p.m

GALT AIRPORT

Discovery Flights

fly-in/drive-in vintage cars & airplanes breakfast lunch



Galt Airport/EAA 932 Calendar of Events

- June 1 Chapter 241 Pancake Breakfast at DeKalb Airport (DKB)
- June 7 Chapter 241 Pancake Breakfast at DeKalb Airport (DKB)
- June 7 - 8 Rockford AirFest 2014 at Rockford International Airport (RFD)
- June 8 Chapter 95 Young Eagles Rally at Morris Airport (C09)
- June 8 Chapter 1414 Pancake Breakfast/Young Eagles at Poplar Grove Airport (C77)
- June 14 Chapter 790 Young Eagles Rally at Lake in the Hills Airport (3CK)
- June 14 Chapter 932 general meeting, Galt Airport (10C), 10:00 a.m.**
- June 15 Chapter 153 Father's Day Pancake Breakfast at Schaumburg Airport (06C)
- June 21 -22 Chapter 1323 Annual Fly-in & Pancake Breakfast at Big Foot Airfield (7V3)
- June 22 Chapter 579 Young Eagles Special Event at Aurora Airport (ARR)
- June 28-29 Chapter 932 Barnstormer Days vintage fly-in drive-in at Galt Airport (10C)**
- June 29 Chapter 790 Pancake Breakfast at Lake in the Hills (3CK)

Safety Seminars, Webinars and Workshops

AOPA Air Safety Institute: <http://www.aopa.org/asf/seminars/seminar.cfm>

FAASTeam: <https://www.faasafety.gov/SPANS/events/EventList.aspx>

EAA offers free webinars: http://www.oshkosh365.org/ok365_contentdetail.aspx?id=1258

EAA SportAir Workshops: <http://www.sportair.com/workshops/index.html>

Find Aviation Events & Destinations

Find more aviation events online at the following sites;

<http://www.dot.wisconsin.gov/travel/air/aviation-events.htm>

www.eaa.org/calendar/

www.aopa.org/pilot/calendar

<http://www.generalaviationnews.com/calendar>

<http://www.pilotsofamerica.com>

<http://www.fly2lunch.com>

<http://www.avweb.com/calendarevents>

<http://www.flyincalendar.com>

<http://www.flyins.com>

<http://socialflight.com/index.php>



2014 Air Show Schedule

- Jun 7-8 Rockford AirFest, Rockford, IL
- Jun 13-15 Gaylord Air Show, Gaylord, MI
- Jun 21-22 Milwaukee Air & Water Show, Milwaukee, WI
- Jul 3 Dubuque ...Air Show & Fireworks, Dubuque, IO
- Jul 4-5 Heartland Air Show, IO
- Jul 13-15 Gary Air Show, Gary, IN
- Jul 28-Aug 3 AirVenture, Oshkosh, WI
- Aug 16-17 Chicago Air & Water Show, Chicago, IL
- Sep 6 Waukegan Air Show, Waukegan, IL
- Oct 4-5 Dallas Air Show, Dallas, GA
- Oct 26-29 Redbird Migration Conference
San Marcos, TX
- Nov 8-9 Monroe Air Show, Monroe, NC

EAA Chapter 932 Officers and Contacts

President: Bruce Schottland (847) 912-5122 president@eaa932.org

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Young Eagles Coordinator: Ed Brown (615) 542-2790 youngeagles@eaa932.org

Web Site: <http://www.eaa932.org>

Facebook: <http://www.facebook.com/pages/Galt-Airport-Young-Eagles/116543021696619>

Galt Airport Information



Galt Field Airport

5112 Greenwood Road
Greenwood/Wonder Lake
IL 60097

Airport Business Hours

8:00 a.m. to 6:00 p.m. Monday through Sunday (Summer hours)

Airport Owners: Diane and Claude Sondag dsondag905@aol.com

Airport Manager: Justin Cleland

Phone: (815) 648-2433 Email: FBO@galtairport.com

Director of Maintenance: Brian Spiro

Phone: (815) 648-2642 Email: Maintenance@galtairport.com

Office: (815) 648-2433

Anna Cooper: Office@galtairport.com

Jean Forni: Jean@galtairport.com

Rebekah Busse: Rebekah@galtairport.com

Web Site: <http://www.galtairport.com>

Facebook: <http://www.facebook.com/GaltAirport>

The Dean Rowe Show: <http://huntleyradio.com/the-dean-rowe-show>



AVGAS

Galt Tenant Price

\$5.50

(includes tax)

This newsletter is published monthly and distributed via email to approximately 500 readers. You can download current and past issues from the chapter web site at <http://www.eaa932.org/newsletters.html>. Please contact the editor at editor@eaa932.org to be added to the email distribution list.

2014 Summer Calendar

EAA Chapter Events in the Chicago Area

May

- 3rd - Chapter 932 Young Eagles Rally at Galt Airport (10C)
- 4th - Chapter 22 Pancake Breakfast at Cottonwood Airport (1C8)
- 11th - Chapter 1414 Mother's Day Pancake Breakfast/Young Eagles at Poplar Grove (C77)
- 17th - Chapter 790 Young Eagles Rally at Lake in the Hills Airport (3CK)
- 18th - Chapter 15 43rd Annual Pancake Breakfast at Lewis University Airport (LOT)

June

- 1st - Chapter 241 Pancake Breakfast at DeKalb Airport (DKB)
- 7th - Chapter 241 Young Eagles Rally at DeKalb Airport (DKB)
- 8th - Chapter 95 Young Eagles Rally at Morris Airport (C09)
- 8th - Chapter 1414 Pancake Breakfast/Young Eagles at Poplar Grove Airport (C77)
- 14th - Chapter 790 Young Eagles Rally at Lake in the Hills Airport (3CK)
- 15th - Chapter 153 Father's Day Pancake Breakfast at Schaumburg Airport (06C)
- 22nd - Chapter 579 Young Eagles Special Event at Aurora Airport (ARR)
- 28th/29th - Chapter 932 Barnstormer Days Vintage Fly-in at Galt Airport (10C)
- 29th - Chapter 790 Pancake Breakfast at Lake in the Hills Airport(3CK)

July

- 12th - Chapter 790 Young Eagles Rally at Lake in the Hills Airport (3CK)
- 13th - Chapter 1414 Pancake Breakfast/Young Eagles at Poplar Grove Airport (C77)

August

- 8th/9th/10th - Chapter 15 Boy Scouts Airfest at Lewis University Airport (LOT)
- 9th - Chapter 932 Young Eagles Rally at Galt Airport (10C)
- 10th - Chapter 1414 Pancake Breakfast/Young Eagles at Poplar Grove Airport (C77)
- 16th - Chapter 241 Young Eagles Rally at DeKalb Airport (DKB)
- 17th - Lyons Club Pancake Breakfast at DeKalb Airport (DKB)
- 30th - Chapter 95 Fly-in/Open House at Morris Airport (C09)

September

- 13th - Chapter 95 Young Eagles Rally at Morris Airport (C09)
- 13th - Chapter 932 Planes and Puppies/Young Eagles Event at Galt Airport (10C)
- 13th - Chapter 790 Young Eagles Rally at Lake in the Hills Airport (3CK)
- 14th - Chapter 1414 Pancake Breakfast/Young Eagles at Poplar Grove Airport (C77)
- 21st - Chapter 241 Pancake Breakfast at Hinckley Airport (0C2)

October

- 4th - Chapter 22 Fly-in Lunch at Cottonwood Airport (1C8)
- 11th - Chapter 95 Young Eagles at Joliet Airport (JOT)
- 11th - Chapter 790 Young Eagles Rally at Lake in the Hills Airport (3CK)
- 12th - Chapter 1414 Thank a Vet Pancake Breakfast at Poplar Grove Airport (C77)
- 18th - Chapter 579 Young Eagles at Aurora Airport (ARR)

Visit the chapter websites for more information about each event.



www.eaa.org



www.eaa95.org



153.eaachapter.org



www.eaa932.org



790.eaachapter.org



1414.eaachapter.org



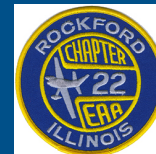
www.eaa579.org



15.eaachapter.org



www.eaa241.org



www.eaa22.org